

BookletChart™

York River – Yorktown and Vicinity

NOAA Chart 12241

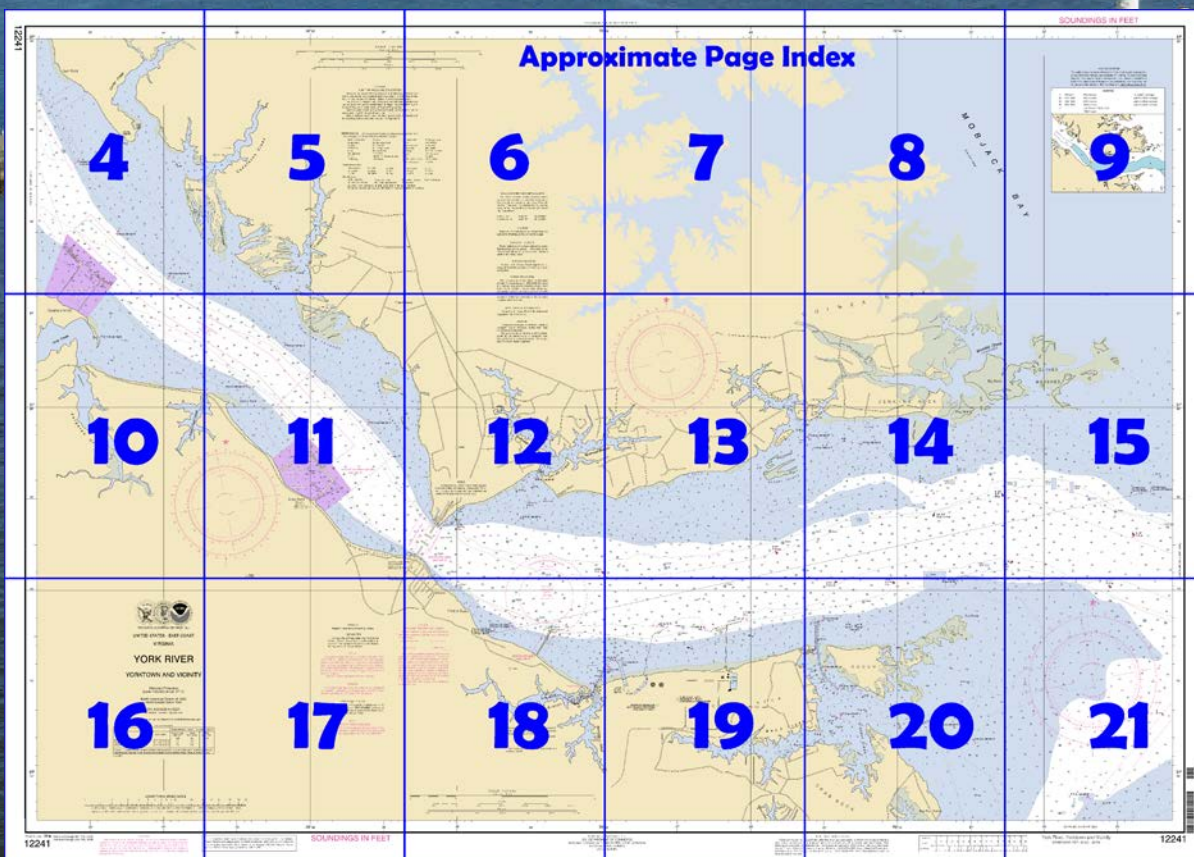


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12241>



(Selected Excerpts from Coast Pilot)

York River.—Drafts of vessels using the river are mostly 18 feet or less. York River has a broad and fairly straight channel, is well marked and easily followed. In 1982, the controlling depth in the dredged sections of the river was 18 feet to West Point. Vessels can anchor in the wider parts of York River channel aside from the naval areas described later. The currents in York River follow the general direction of the channel except in the

narrowest parts where there is a tendency to set a vessel onto the shoals. The velocity varies throughout the river.

Caution.—Ships and craft in York River are to proceed at reduced speed

and exercise extreme caution in order to reduce water motion and to prevent damage to the Virginia Fisheries Laboratory equipment and facilities located downstream from the Coleman Memorial Bridge. In no instance should the **speed** of ships underway upriver from the Tue Marshes Light exceed 12 knots.

Supplies are available at Yorktown, West Point.

York Spit extends outward along the northeast side of the York River approach channel for 7 miles from Guinea Marshes; the inner half of the spit has depths of 1 to 6 feet, and the outer half 10 to 20 feet.

York Spit Light (37°12.6'N., 76°15.3' W.), 30 feet above the water, is shown from a pile with a red and white diamond-shaped daymark, in depths of 11 feet near the outer end of the spit.

1.5 miles northwest of York Spit Light, a buoyed lane extends northeastward through the fishtraps. The lane has depths of 15 feet or more and can be used by vessels approaching York River from northward.

The swash channel through York Spit about 5 miles northwest of York Spit Light has a controlling depth of 7 feet; it is marked by a light and daybeacons. The channel shows up well on a bright day.

Tue Marshes Light (37°14.1'N., 76° 23.2'W.), 41 feet above the water, is shown from a pile with a green and white diamond-shaped daymark, in depths of 4 feet 0.3 mile north of Tue Point.

Perrin River has depths of 6 feet or more in the approach and through a narrow marked channel to the wharf at **Perrin**. A marina on the east side has gasoline, diesel fuel, some supplies. Gasoline and diesel fuel can be obtained at several of the oysterhouse wharves, on the east side of the river entrance; depths of 4 to 7 feet are alongside the wharves.

Caution.—Ships and craft underway in York River are to proceed at reduced speed and exercise extreme caution in order to reduce generated water motion and to prevent damage to the Virginia Institute of Marine Science equipment and facilities located downstream from the Coleman Memorial Bridge, near Gloucester Point, ships and craft loading volatile fuels at the Giant Industries refinery pier, and other craft and property close to the shores of the river. In no instance should the **speed** of ships underway upriver from the Tue Marshes Light exceed 12 knots.

Pilotage, York River.—Pilotage on the York River is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. A **naval explosives handling berth** is northward of the Coast Guard pier. (See **334.260**, chapter 2, for limits and regulations.) In May 2002, an obstruction was within the naval explosives handling berth 1150 yards northward of the Coast Guard T-pier in about 37°14'09"N., 76°38'36"W. The **Yorktown Naval Weapons Station** piers on the southwest side of York River, 8 miles above the mouth, have depths of about 36 to 39 feet at their outer ends. A **prohibited area** and a **restricted area** for mine service testing are off the piers. (See **334.260**, chapter 2, for limits and regulations.) A **naval anchorage** begins off the Naval Weapons Station piers and extends upriver about 4 miles. (See **110.166**, chapter 2, for limits and regulations.)

The **Naval Supply Center** piers at **Cheatham Annex Depot**, on the southwest side of York River 11.5 miles above the mouth, have reported depths of 22 feet at the southeasterly T-pier, and 20 feet alongside the inside face and 21.5 feet alongside the outside face of the northwesterly L-pier; greater depths are close off the outside faces of both piers. The piers are within a **naval restricted area**. (See **334.270**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk	Commander	
	5th CG District	(575) 398-6231
	Norfolk, VA	

Table of Selected Chart Notes



HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 37°16'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE D

Numerous private buoys are not charted in Wormley Creek.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB-37 162.55 MHz
Heathsville, VA WXM-57 162.40 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE B

Experimental equipment exists at the Virginia Institute of Marine Science, Gloucester Point, which is sensitive to swell damage. Mariners are cautioned to adjust speed accordingly.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.520" northward and 1.180" eastward to agree with this chart.

NOTE C

The controlling depth was 5 feet for a width of 30 feet from the channel entrance to the turning basin in West Branch, and 4½ feet in the basin.

Jul 2000

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.
Refer to charted regulation section numbers.

NOTE E

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water compatible to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: _____

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Tue Marshes Light	(37°14'N/76°23'W)	feet 2.5	feet 2.3	feet 0.1
Yorktown	(37°14'N/76°30'W)	2.7	2.5	0.1
Penniman Spit	(37°17'N/76°35'W)	2.8	2.6	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://idesandcurrents.noaa.gov>.
(Jun 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

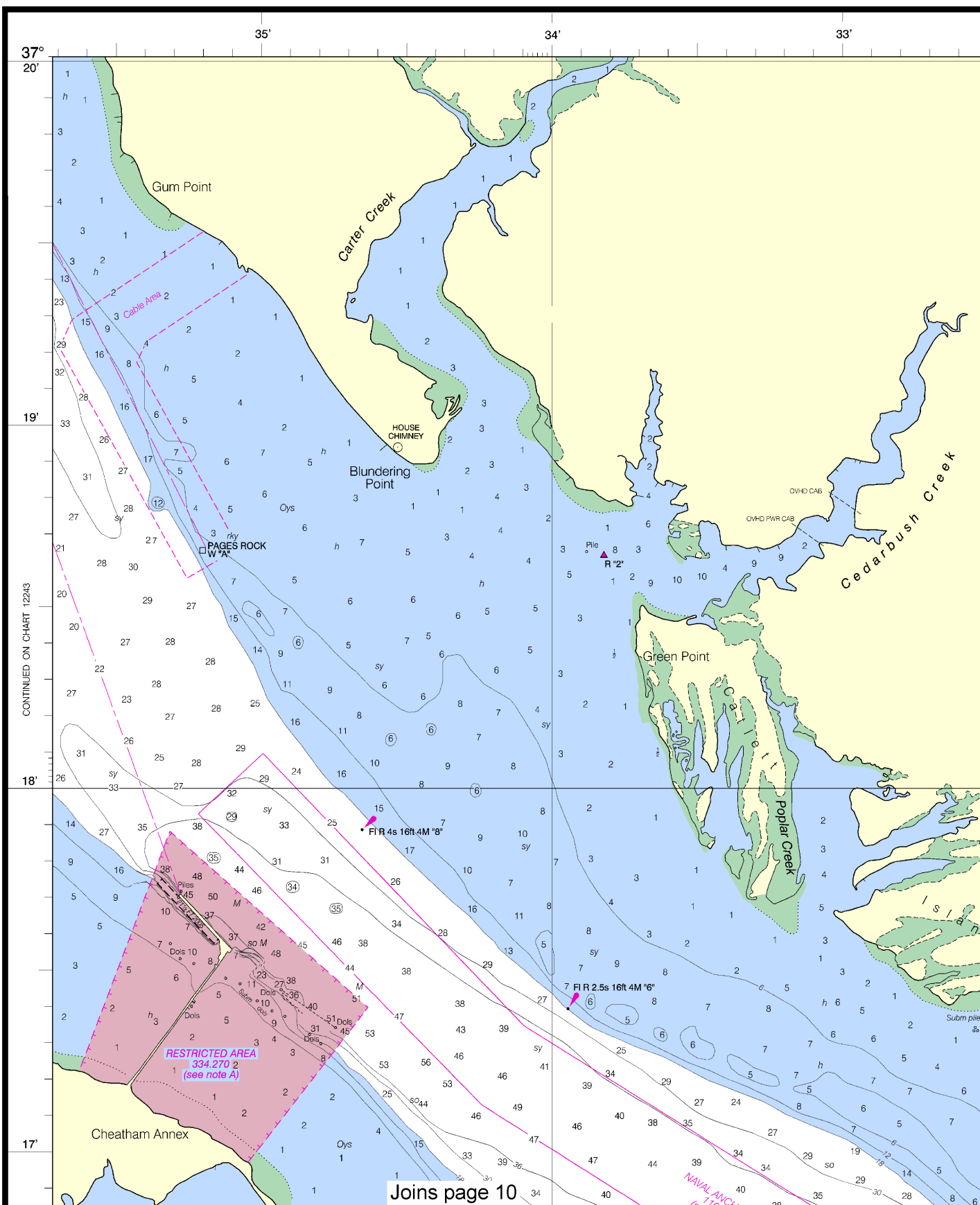
Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

12241



CONTINUED ON CHART 12243

Joins page 10

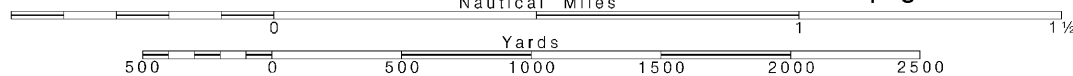
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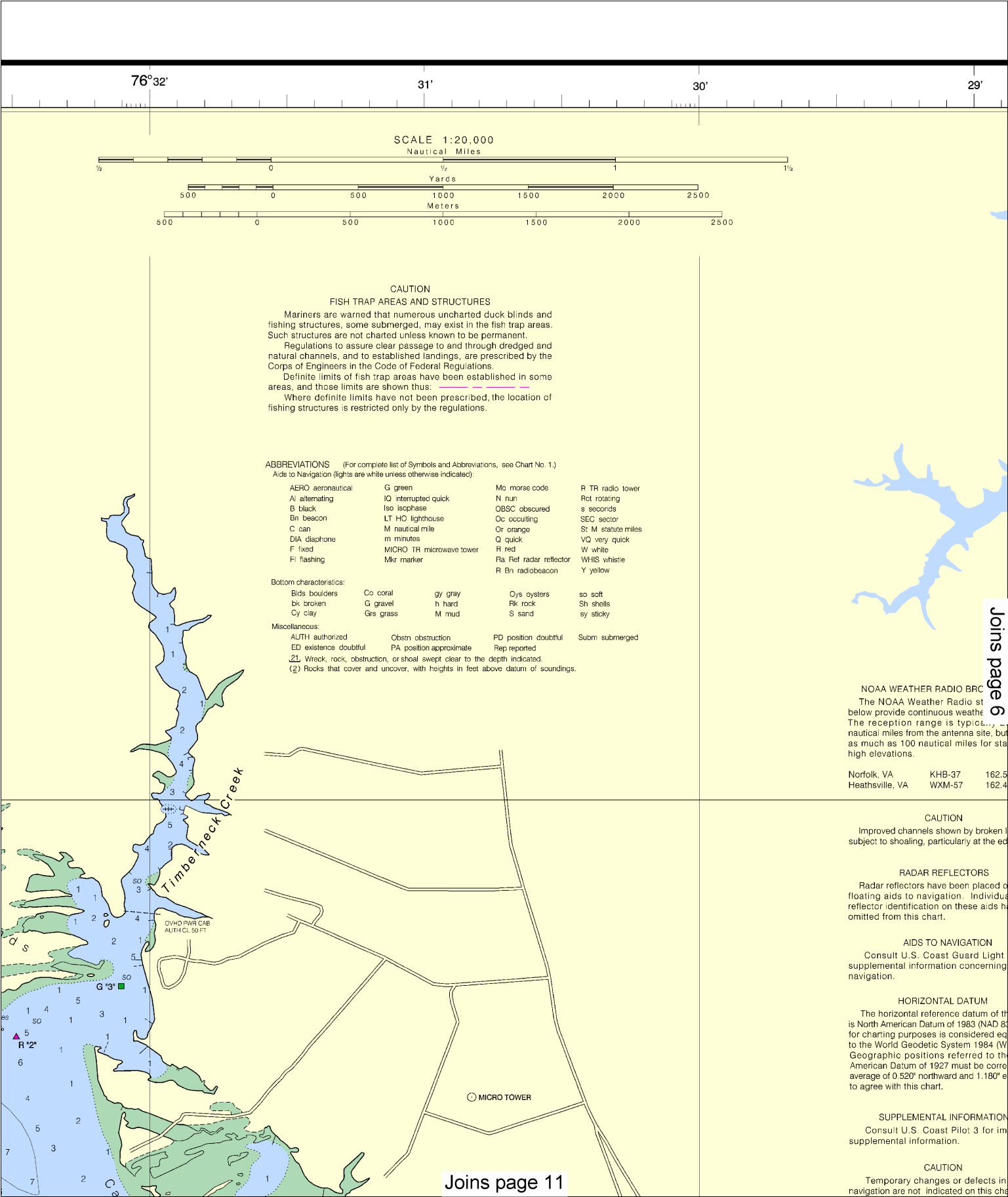
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

31'

30'

29'

76°4

SCALE 1:20,000
Nautical Miles

Yards

Meters

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Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
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HORIZONTAL DATUM

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See

○ MICRO TOWER

Joins page 12

Joins page 5

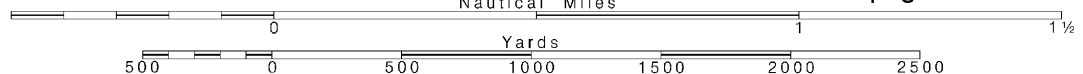
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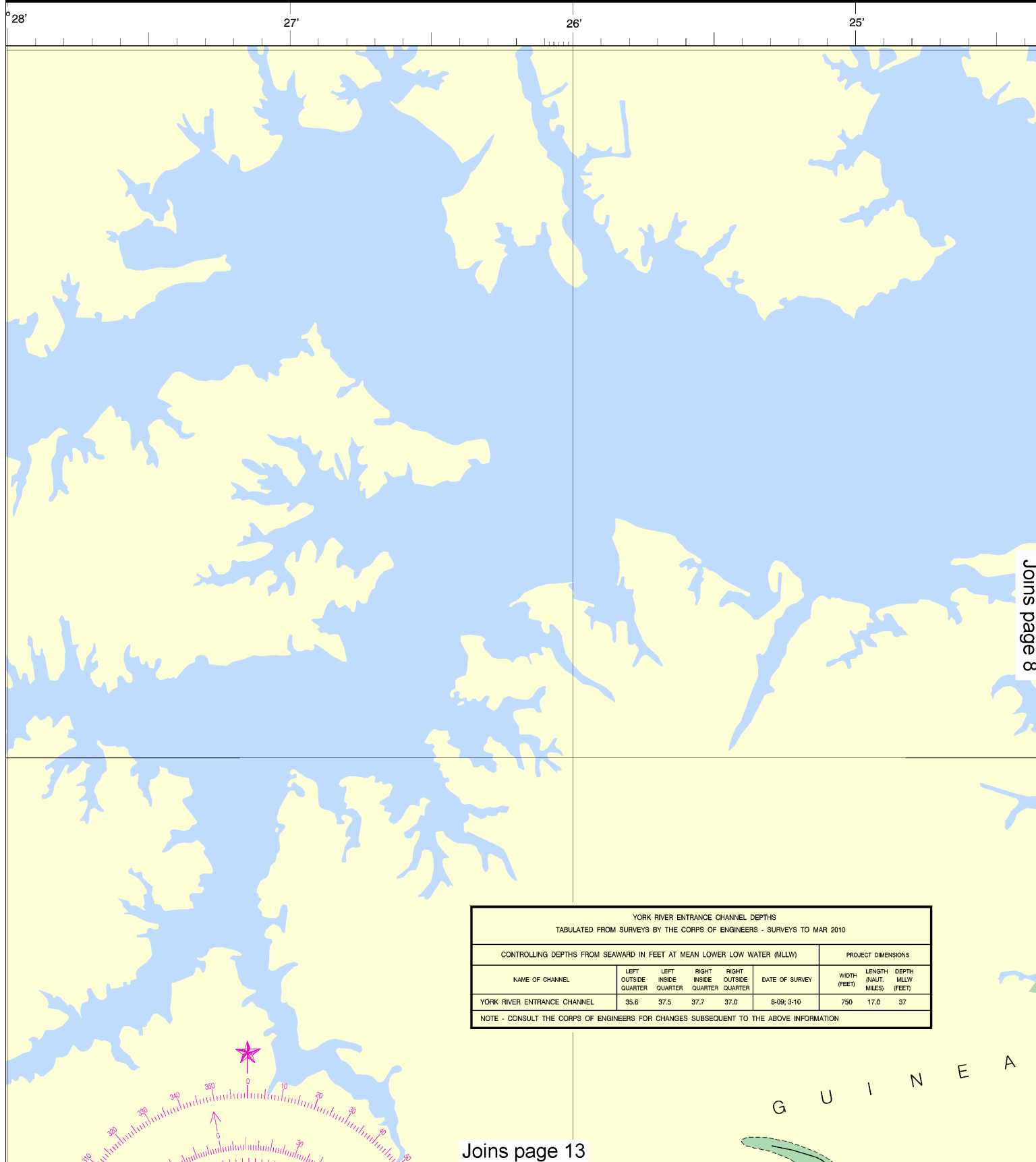
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

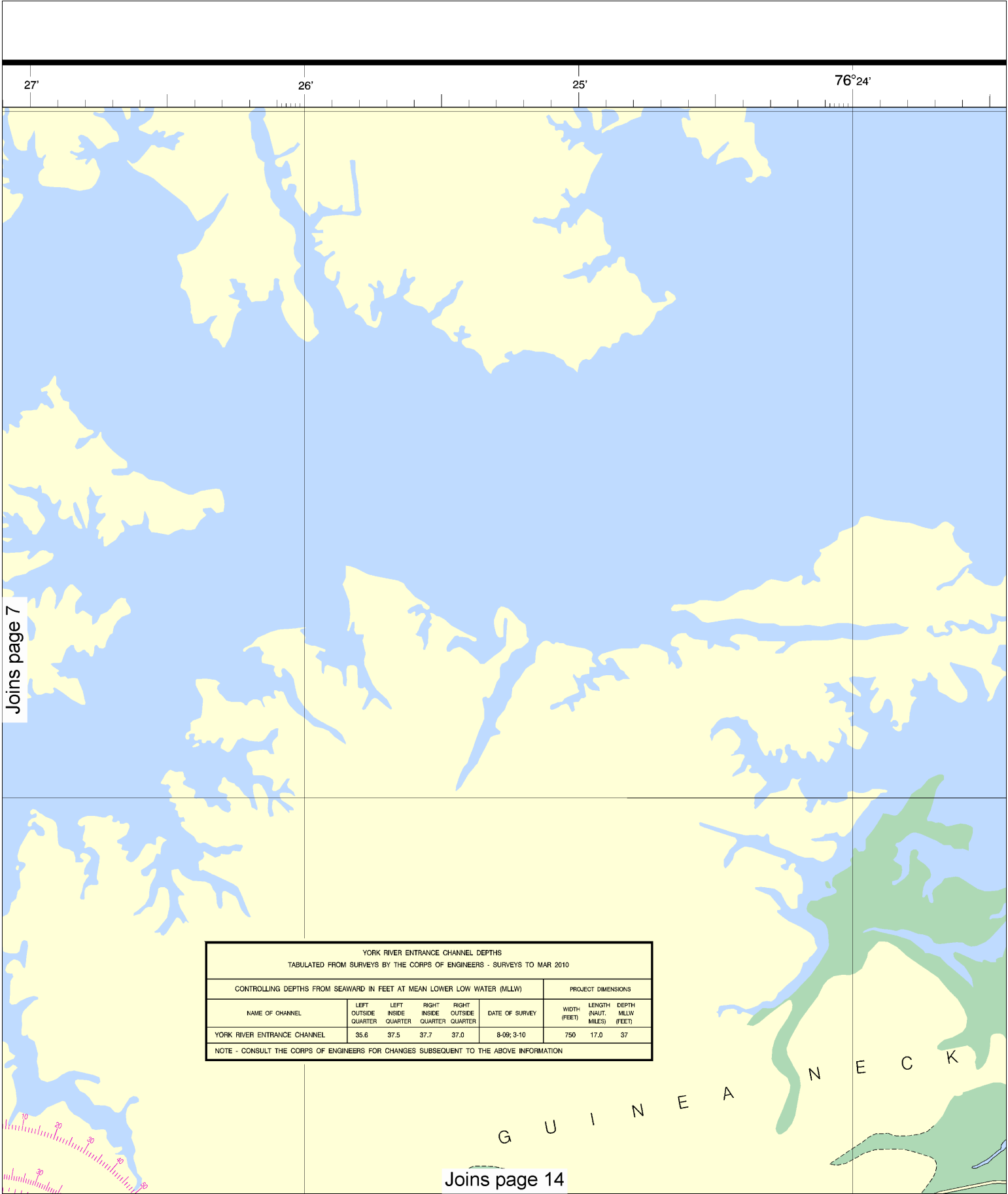
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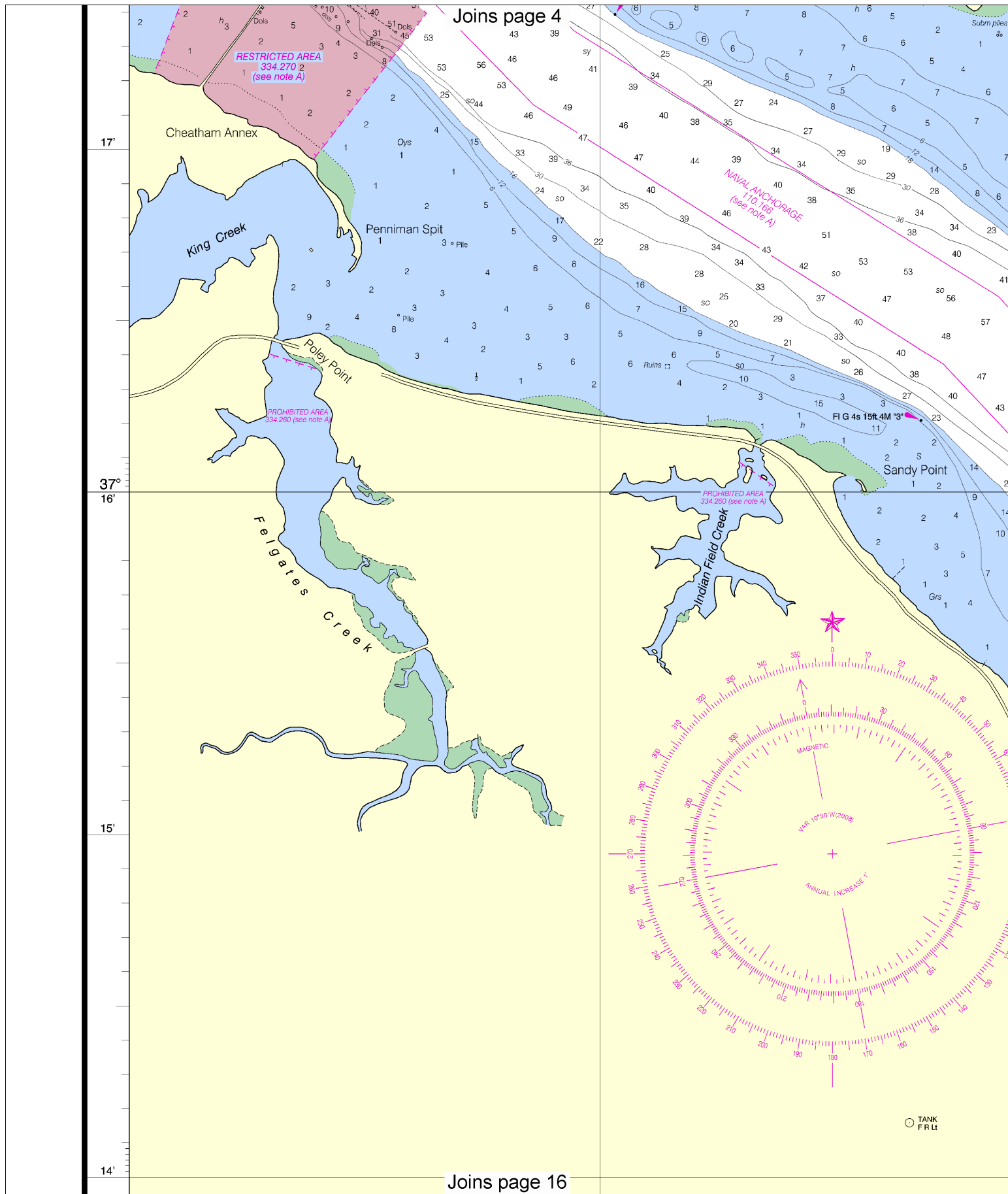
Joins page 8

Joins page 13



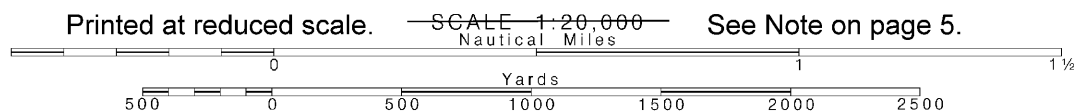
SOUNDINGS IN FEET

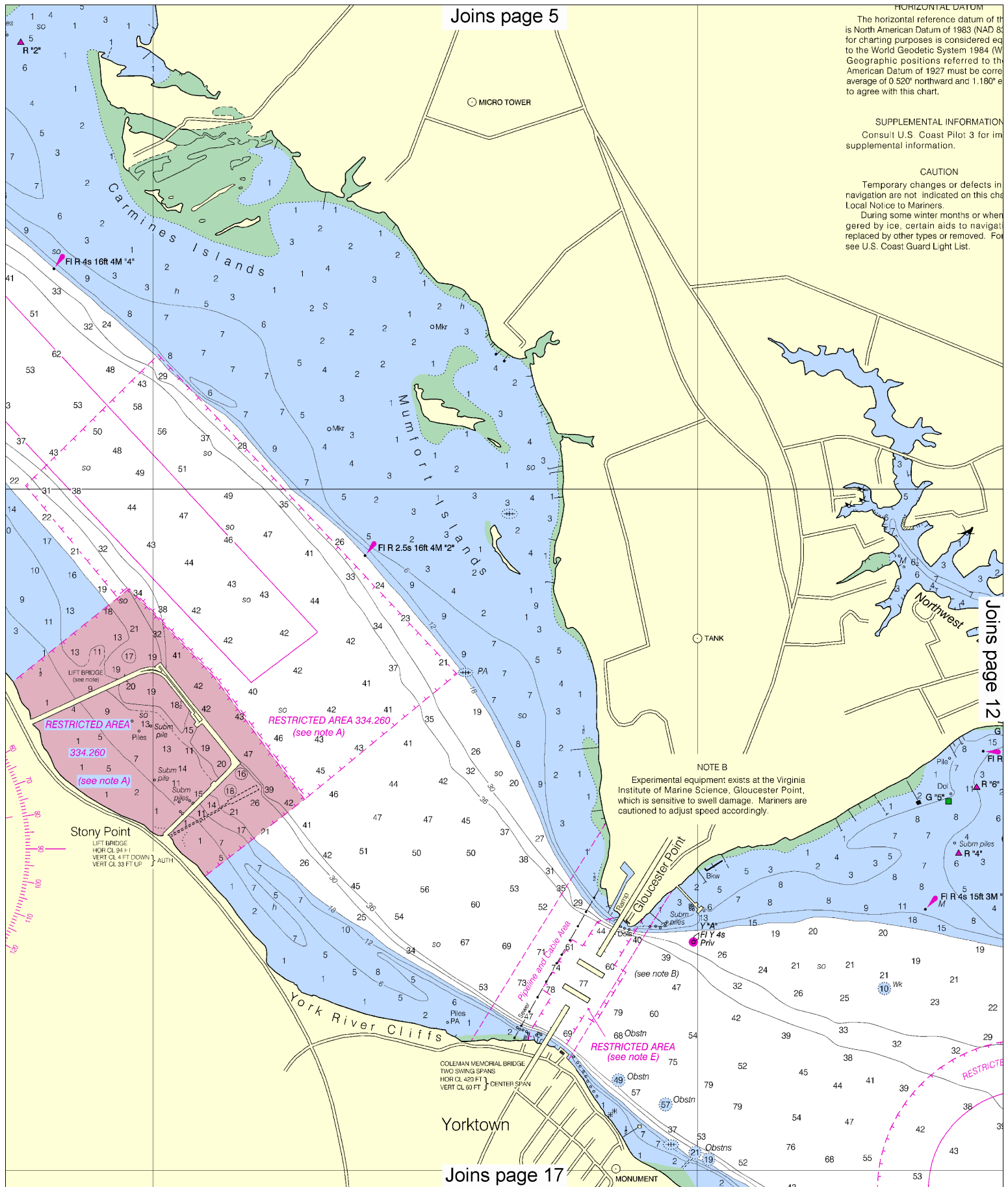




10

Note: Chart grid lines are aligned with true north.





Joins page 5

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CAUTION
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During some winter months or when affected by ice, certain aids to navigation may be replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE B

Experimental equipment exists at the Virginia Institute of Marine Science, Gloucester Point, which is sensitive to swell damage. Mariners are cautioned to adjust speed accordingly.

Joins page 12

Joins page 17

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Yorktown

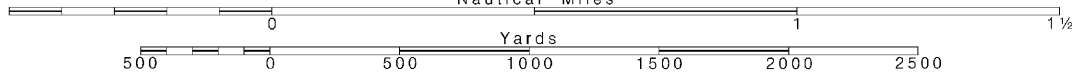
Joins page 18

~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.

12

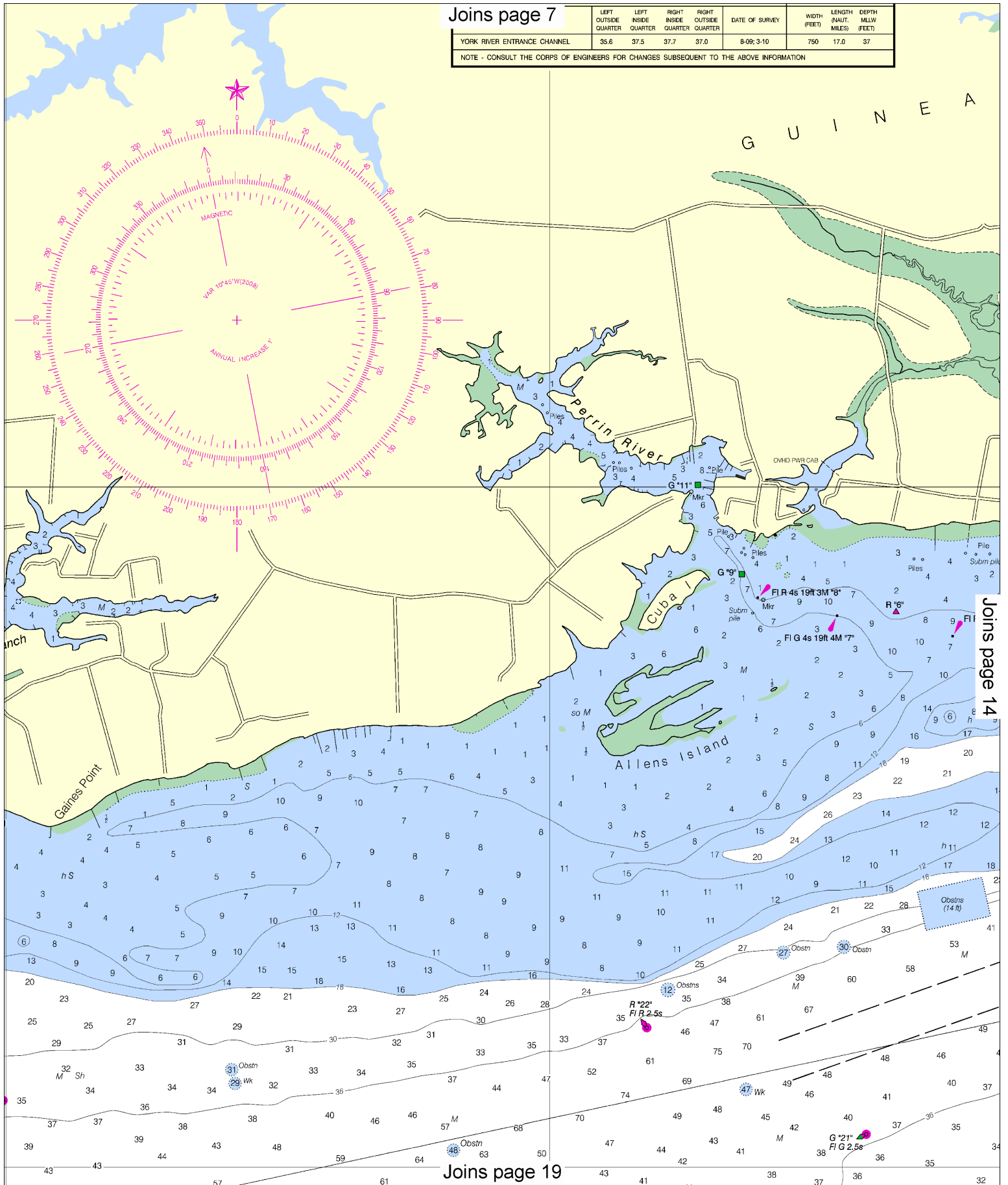
Note: Chart grid lines are aligned with true north.



Joins page 7

LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLW (FEET)
YORK RIVER ENTRANCE CHANNEL	35.6	37.5	37.7	37.0	8-09; 3-10	750	17.0 37

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

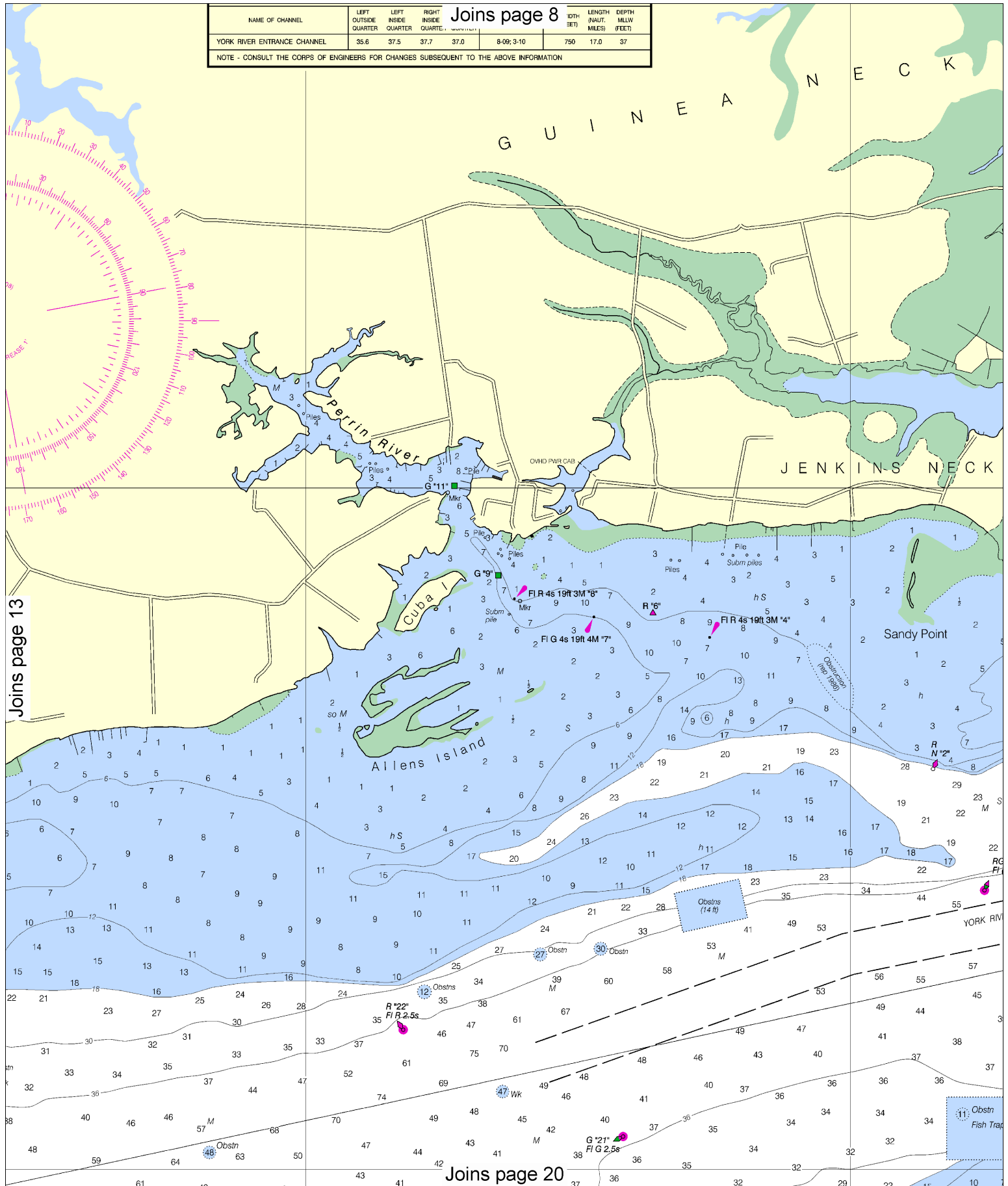


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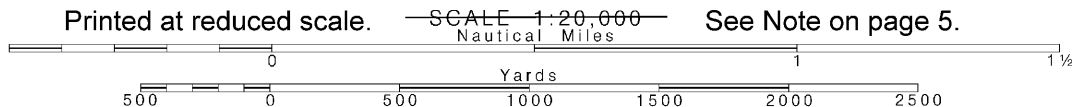
NAME OF CHANNEL	Joins page 8				WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER			
YORK RIVER ENTRANCE CHANNEL	35.6	37.5	37.7	37.0	8-09; 9-10	750	17.0

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



14

Note: Chart grid lines are aligned with true north.



(use chart 12238)

17'

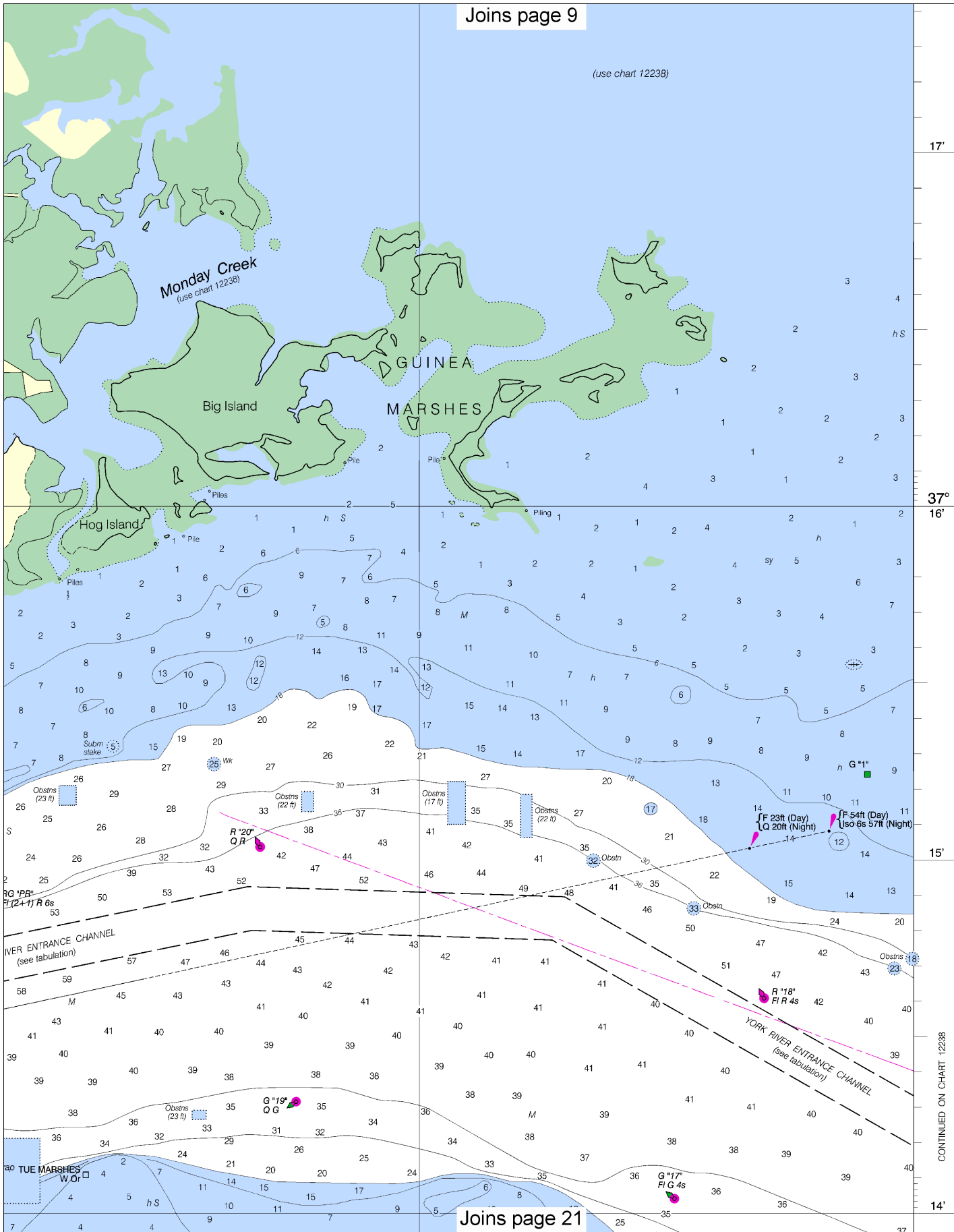
37°

16'

15'

14'

CONTINUED ON CHART 12238



TANK
FR L



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

YORK RIVER

YORKTOWN AND VICINITY

Mercator Projection
Scale 1:20,000 at Lat. 37°16'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

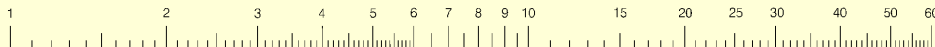
Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
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	Yorktown	(37°14'N/76°30'W)	2.7	2.5	0.1
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Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jun 2007)

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

22nd Ed., Feb. / 08 ■ Corrected through NM Feb. 23/08
Corrected through LNM Feb. 19/08

12241

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additional information, or comments to the Chief, Marine Chart Division (N/CS) Service, NOAA, Silver Spring, Maryland 20910-3282.

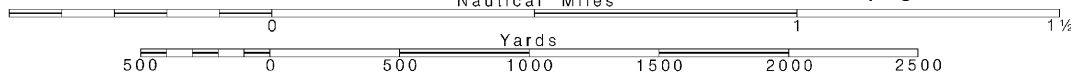
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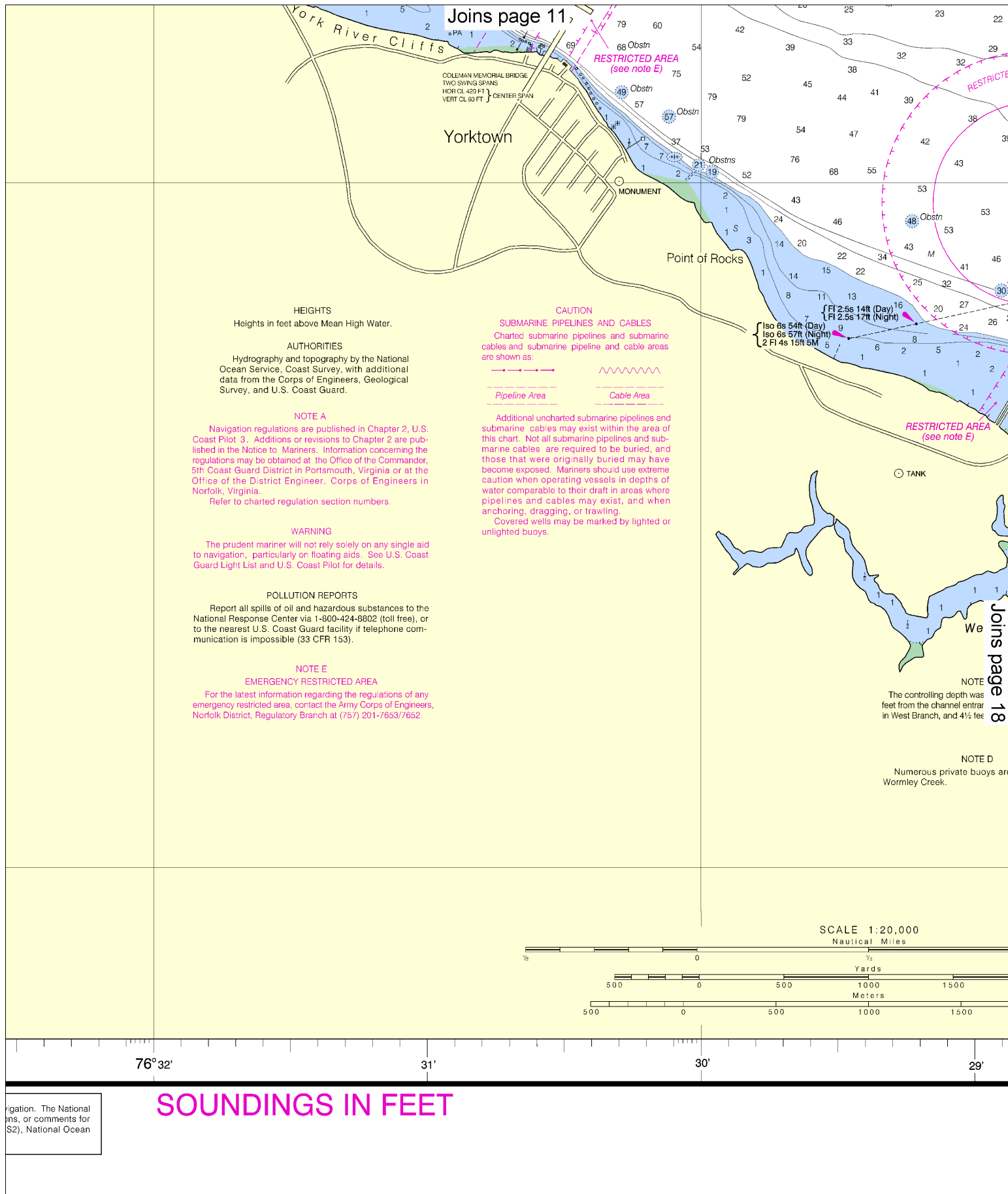
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

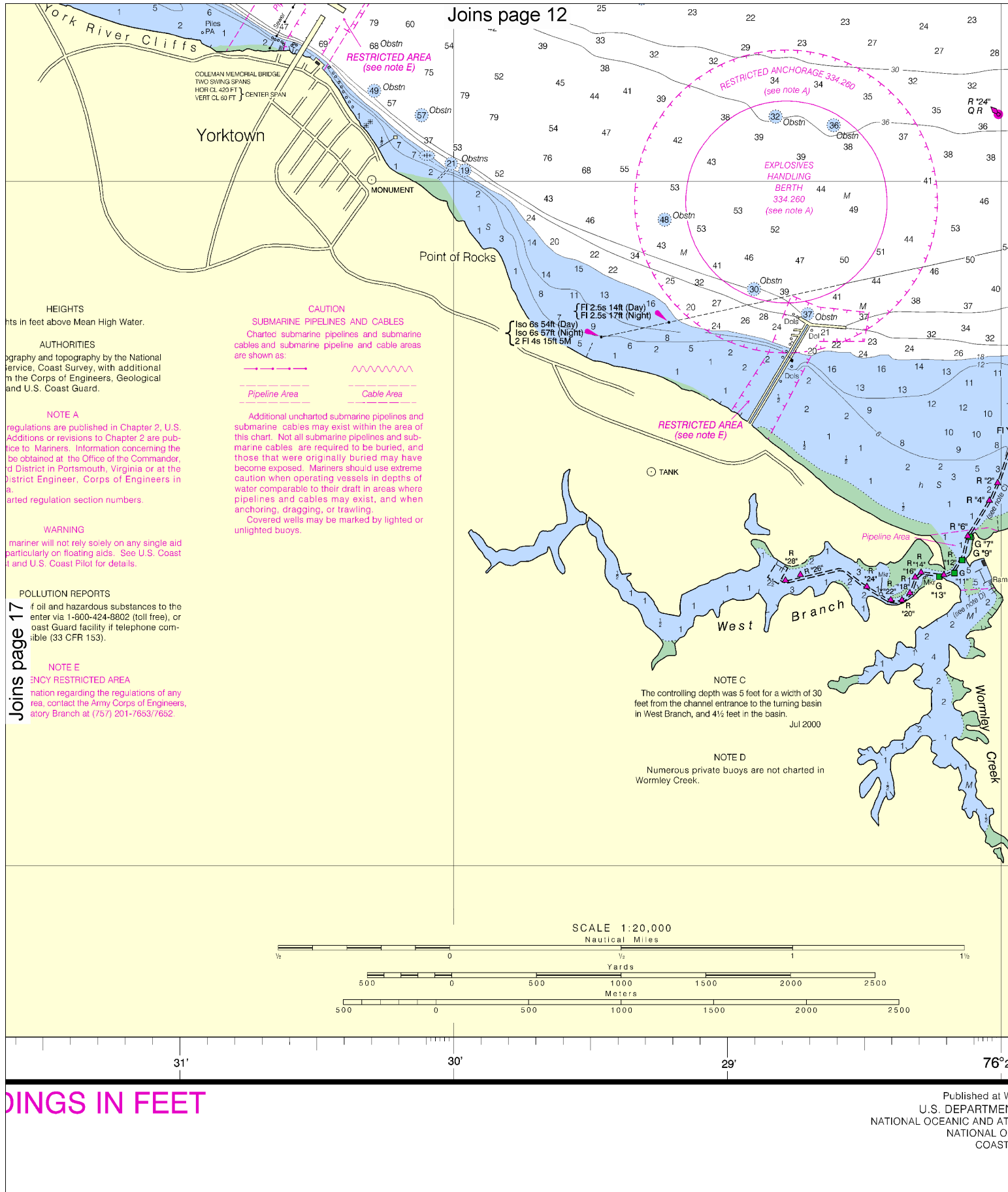
See Note on page 5.





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S2), National Ocean

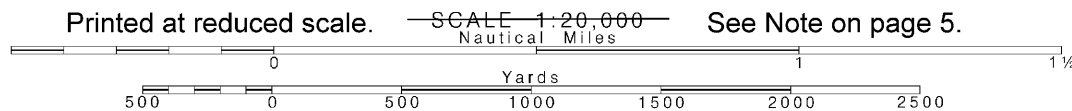
SOUNDINGS IN FEET



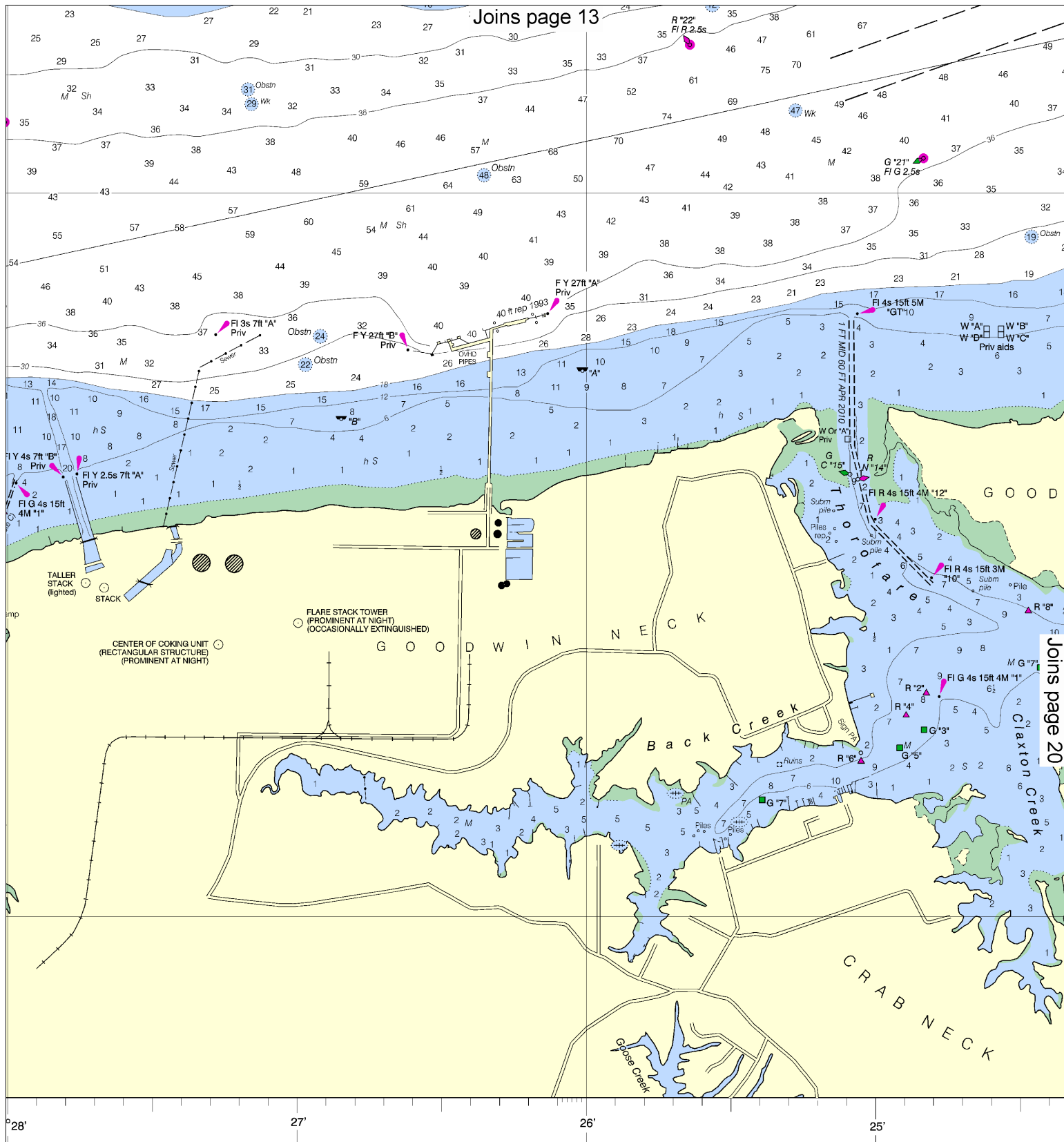
DEPTHS IN FEET

18

Note: Chart grid lines are aligned with true north.



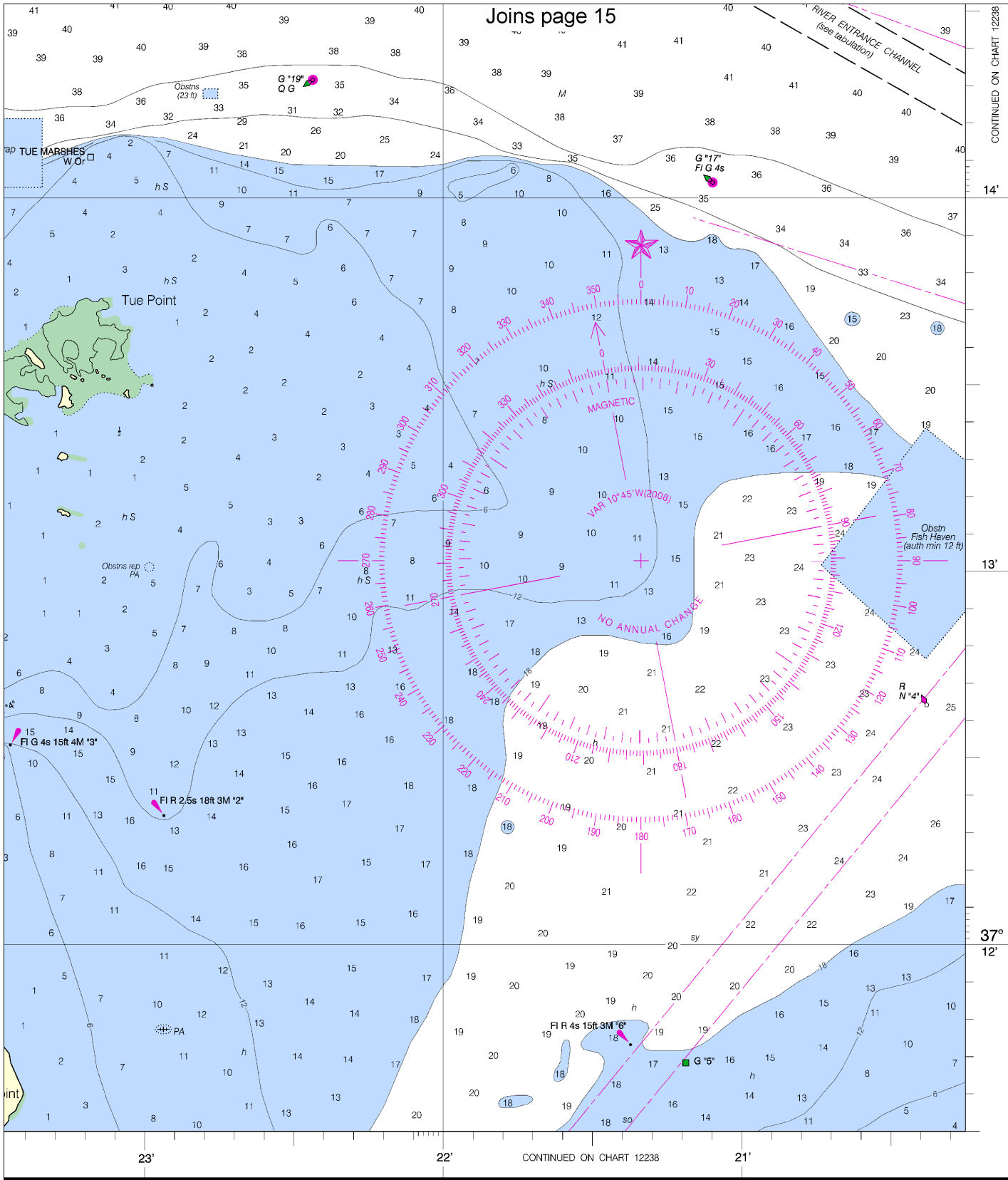
Published at V
U.S. DEPARTMENT
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEANIC AND ATMOSPHERIC
COAST



Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
HYDROGRAPHIC SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notations and critical corrections. Charts are printed when ordered using Print-on-Demand technology. Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your local dealer about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalHelp@NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>.



York River, Yorktown and Vicinity
SOUNDINGS IN FEET - SCALE 1:20,000

12241



ED. NO. 22



NSN 7642014010311
NGA REFERENCE NO. 12AHA12241



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
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Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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